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IDEA-3053

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22 MAR 1966

MEMORANDUM FOR: Chairman, IDEALIST Configuration Evaluation Board (CEB)

SUBJECT : Flight Test Policies

1. Earlier, this office reviewed Project Directive 50-10-1 (Operations), 21 February 1966, concerning IDEALIST Flight Test Policies. The timing and importance of the Directive was considered worthy of further elaboration within the Materiel Office. Later discussions indicated subject matter would be appropriate for dissemination to all cognizant offices; possibly as a CEB handout or as an item contained in the CEB minutes.

2. The following comprises the essence of the above topics:

"a. Flight Test Policy expressed in Project Directive 50-10-1 (Operations), 21 February 1966, is expanded upon for further awareness of personnel this office.

b. All equipment to be tested on Detachment Vehicles will first be approved by the IDEALIST Configuration Evaluation Board (CEB). Procedures to be followed include the prior submission of a general flight test plan to the CEB, which outlines the equipment to be tested, the flight test objectives, approximate duration of the testing period, and the number of flights required. Upon approval by the CEB, as OSA Project Officer will be appointed by the CEB Chairman. The Project Officer will be responsible for coordinating flight schedules with the IDEALIST Division and for submission of weekly status reports. The Control Center will maintain the flight test progress information.

c. During 24 February 1966 visit to the Lockheed Van Nuys Facility, OSA staff representatives reiterated this policy to the effect that:

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(1) No equipment will be installed in an IDEALIST vehicle until the components and installation kits are physically available and assembled.

(2) Lockheed will determine and advise Project Headquarters of its capability and readiness for performing the task, duration of the test program and the aircraft to use.

d. In summary, there will be continuing efforts and, certainly, considerable pressure to install latest state-of-the-art systems and equipment on the IDEALIST vehicles. By the same token, the operational effectiveness of the IDEALIST fleet could conceivably be jeopardized through progressive saturation of the Plant Facilities with the increasing number of unscheduled tasks that are being levied on it."

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[Redacted]  
Chief, Materiel Division  
OSA-DD/S&T

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